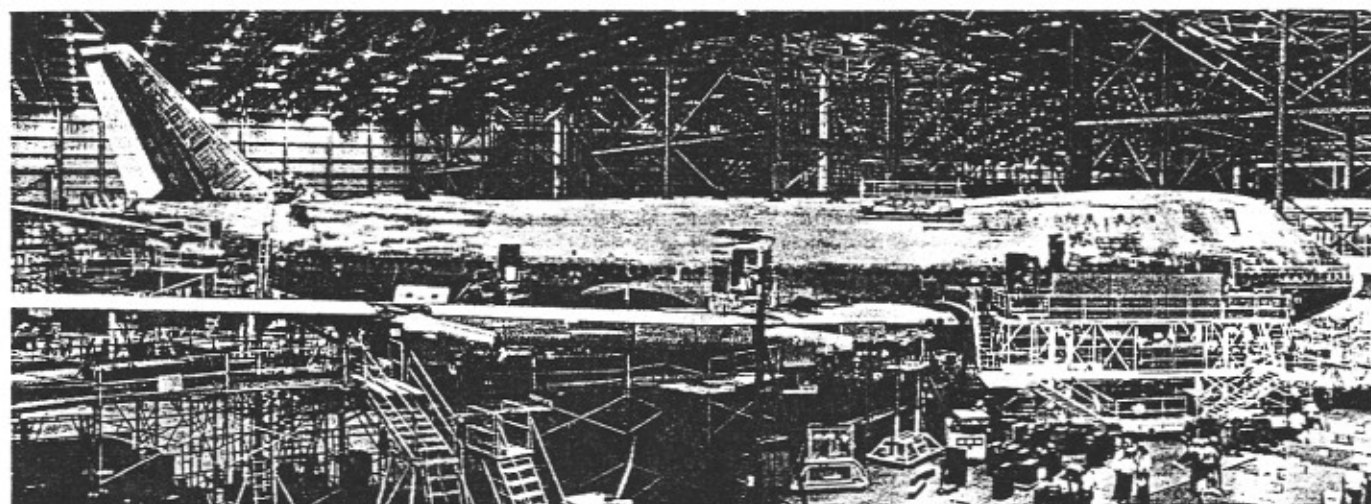


Boeing Superjet Program on Schedule



The Portland Division's 747 Flap Track Program plays an integral part in Boeing's plan to roll-out the first Boeing 747 intercontinental superjet transport September 30, 1968. This plane will be the largest and fastest airplane ever designed for commercial service.

Portland Division's "on schedule" delivery of the first shipset of flap tracks was made possible by the coordinated skills and efforts of our employees, thereby assuring Boeing would make their scheduled roll-out date of September 30th.

The advanced-design 747 will have a gross weight of 710,000 pounds, be 231 feet, 4 inches long, with a wingspan of 195 feet 8 inches. Its tail will rise more than 63 feet above the ground—higher than the average five-story building.

The 747 will be powered by four Pratt & Whitney JT9D turbofan engines. Each engine will have 43,500 pounds of takeoff thrust—approximately twice the power of the largest commercial jet engines in use today. Yet the plane is designed to be quieter than current jet airliners.

The powerful new engines will enable the 747 to operate from any air field which can accommodate present international-type aircraft, and will give it a speed of

625 miles an hour. The superjet will operate at ranges up to 6,000 miles.

Passengers will occupy a single-level cabin section nearly 20 feet wide—seven feet wider than current Boeing jetliners. A variety of seating arrangements is possible, with two aisles running the length of the aircraft. The extra-wide cabin and double aisles will afford a level of comfort and spaciousness unmatched in present interior accommodations—as well as provide room for such innovations as lounges, theaters and private passenger areas.

Passengers will board the superjet through five double-width doors on each side of the fuselage. The flight deck, with arrangements for a crew of three or four, will be on a level above the main passenger cabin. On the same level behind the cockpit will be space for additional private or special passenger accommodations. Possibilities for this upper deck compartment include a business office, a private stateroom with bed or even a spacious lounge. A circular stairway will join the upper level areas with the main passenger cabin below.

In an all-cargo model, the 747 will carry 28 cargo pallets, each 10 feet long, 8 feet wide and 8 feet high. Additional storage will be available in lower-deck cargo com-

partments in front of and behind the wing. The 747's 100-ton cargo capacity will be more than twice that of today's jet freighters.

VITAL STATISTICS

Wing Span	195 ft. 8 in. (59.66 m)
Length	231 ft. 4 in. (70.66 m)
Tail Height	63 ft. 6 in. (19.33 m)
Fuselage Width	21 ft. 3 in. (6.48 m)
Engines (4)	Pratt & Whitney JT9D-3
Thrust Rating	43,500 pounds (194.880 kg)
Max. Gross Weight	710,000 pounds (322.056 kg)
Max. Landing Weight	564,000 pounds (255.800 kg)
Cruise Speed	625 miles an hour (1006 km/h)
Range at Max Weight with Normal Fuel Res.	6,000 miles (9650 km)
Average Passenger Load	360 passengers
Maximum Payload	More than 100 tons (Cargo Version)
Fuel Capacity	46,770 gallons (177.021 ltrs.)
Flight Crew	3 or 4



FROM THE DESK OF

Bill Rozell

What happens to the money you give?

Between now and November 1, we will be asked to make another contribution to the 1968 United Good Neighbors campaign.

A frequent question asked by contributors is "What happens to the money I donate each year?"

It's not easy to give a short, explicit answer, as it is used in 94 ways to provide 94 types of health, welfare and rehabilitation services.

Part is used to prevent problems before they start. Urban League expansion, and a program administered by Friendly House to solve some of the problems facing various neighborhoods in Portland are two examples of UGN's early involvement in combating potential urban crisis. Others include legal aid offices, Boy and Girl Scout special projects, and YWCA special programs aimed at disadvantaged areas.

UGN contributors benefit as much as anyone from a large portion of the money through UGN supported research in mental health, heart disease, arthritis, and leukemia. Epilepsy, Myasthenia Gravis, and assorted allergies kept other researchers busy trying to discover effective methods of treatment and eventual eradication.

Not all of the money stays in our immediate area. Some agencies go to where the trouble is, and this year there is still a lot of it in Viet Nam. Another is the American Social Health Association. The reason part of your money goes there is simple. So Oregon men and women out of the country, can get the help they need.

There are some problems right here in our immediate area that cannot be anticipated or prevented, and they are in greater numbers than might be expected. There are

children that are born without hearing and speech, and some that are mentally retarded. There are others whose parents must work, and they must be cared for. And there are still others who have neither parents, nor suitable home, and must be cared for.

St. Mary's Home for Boys, the Portland Center for Hearing and Speech, St. Martin Day Nursery and West Tualatin Day Care, Inc., are a few of the services that perform these functions, thanks to UGN contributions.

You can be sure your UGN contribution is well spent, no matter when, or how much you give. The problem is that services and needs continue from year to year, while the money does not. Contributions made to the 1967 drive have been used last year, and now another contribution is needed if these services are to continue.

There is no doubt that these services need to be maintained. How well they are able to perform during the next year will depend on the contributions made during the current campaign.

Your contribution to UGN was the best investment you made last year, because you not only helped yourself, and made your community a better place to live, but you also helped a lot of other less fortunate people. And, after all, the UGN is people helping people.

The coming 1968 UGN campaign will be your chance to make another investment in our communities support of neighbors in need of your help.

Horseshoe Champion



C. H. (Henry) Robertson can remember pitching Mule Shoes on the family farm when he was a boy. This activity developed over the years until a year ago last December he joined the Portland Horseshoe Club and has been participating in Horseshoe Tournaments the past two summers.

Henry, who is Tool Crib attendant and does the metal stamping in Dept. 609,

has a horseshoe court in his yard at home and also spends Wednesday evenings on the horseshoe courts in Laurelhurst Park sharpening his eye and keeping his pitching arm in shape.

Last year Henry pitched in Class C competition winning three tournaments. This year, as his skill has improved, he is competing in Class B tournaments. (Class of competition is determined by the percentage of ringers thrown.) So far this year Henry has tied for second place in Hillsboro, came in second in the Rose Festival Tournament, and has won the championship in the last three tournaments entered: Mone-smith Open in Yakima, Washington, on July 27-28; Portland City Tournament on August 11, and the Labor Day Tournament in Lebanon.

Not to be outdone by her husband, Wilma Robertson won the Women's Division of the Portland City Tournament and placed second in the Labor Day Tournament in Lebanon.

Henry is now training for the State Horseshoe Tournament to be held in Hillsboro and another tournament in Yakima during September. He is always looking for someone to pitch with him and will take on all comers.

Congratulations Henry and lots-of-luck in your future tournaments. Keep on winning those tournaments.

Attention Amateur Cartoonists

We have received a suggestion to start a Cartoonist Corner in our E.S. News. In order to properly evaluate and select our cartoonist, the editor requests that those "artists" interested prepare a cartoon (or cartoons) and submit them to the Personnel Department by the 10th of each month. The cartoon selected will be put in the E.S. News.

The artist having the greatest number selected for the year will receive the annual cartoonist award.

Buck a Month Club

Last opportunity to sign up for the Buck-A-Month Club. If you have any questions, contact Geo. Corder. Turn completed cards into Personnel Dept.

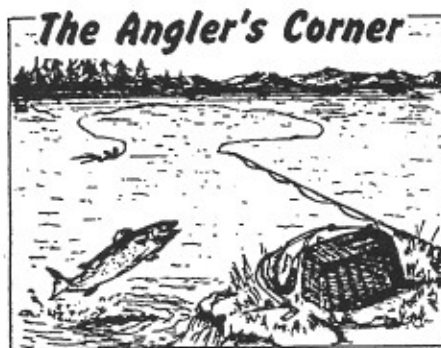
Employees' Emergency Fund Electronic Specialty

I care enough to help and . . .

- ☐ I wish to join!
- ☐ I am interested!
- ☐ I am not interested!

Name _____

Clock No. _____ Dept. _____ Shift _____



by GEORGE MacALEVY

TROUT: The recent rainy spell broke all existing records for August rainfall. It had its good points too. The lakes which go into a summer slump in August are revived about two weeks ahead of schedule. Lake fish have become active and less finicky about what they will hit. Hardware lures on a fairly fast troll are taking Rainbows in all the lakes in the Mount Hood area. With the usually windy conditions prevailing in late afternoon and evening, fly success with fairly large flies either dry or wet is picking up. By mid-September, this activity on the surface will be prevalent at midday.

There seems to be no carryover fish from 1967 in any of these lakes except perhaps Harriett, so don't expect anything over 14 inches. The last Game Commission plantings were of fairly small trout, few of them over nine inches that I have seen.

The heavy runoff from these rains has also raised the rivers and that first dirty brown deluge of summer's accumulated dirt has been washed out of the streams. With the lowering of the water levels, some good stream fly fishing is an immediate prospect.

SUMMER STEELHEAD: Before they closed the 200 yd. radius around Tanner Creek in mid-August, this fishing was hot in the early morning hours. Many fish were hooked and played awhile, but few landed. Once they get out in that Columbia current, you can't hold them. But, boy, what a display of aerial acrobatics you get while you do have them on.

The lower Deschutes has a good run of Summer Steelies this year. Some mornings they hit, some they don't. On the days they do hit, they follow their usual pattern. The first two hours after dawn and the last two before night takes over are the times. You are just wasting your time fishing for them during the day.

OCEAN SALMON: Offshore Silvers around the mouths of all the Coast Rivers are still plentiful. All the way from Seaside on the Olympic Peninsula to Gold Beach on our Southern Coast has been good all month. Once you locate the schools, you can fill limits. Herring is king here. Practically all the fish are being taken on them.

SALMON IN THE RIVERS: There are Salmon scattered all up and down the Columbia. A few nice Chinook are being taken at Cascade Locks every day. No

SPORTS SCORES!

by Bob Regan

GOLF: The Swivel Chair Twilight Golf League (SCTGL) season is over and the newly crowned duffers; the terrors of Glendoveer are:

LARRY KISSINGER and DON GUNDERSON

It was a close race with the first place team with 30 win points and two teams tied for second place with 28 points. In a play-off for second place Bill Jordan and Dave Birch nosed out Glenn Dye and Ed Joy. Congratulations to the "white-shirt-hackers" on a fine season.

The E/S golf teams have completed 2 rounds of match play with 3 rounds to go. The results at Rose City on August 25 were:

First Division

Gillett over Wolff
Becker over G. Miller
Woods over Schuff
Gilford over Olson
Neffendorf over Rowles

Second Division

Eubanks over Silcox
Morrow over Salgado
Nagel over Cressler
Ostrom over Yeager
Boaz over Webster
Moran over Sledd
Tennant over Lawson
B. Miller and Osburn

The quarter finals will be played at Progress on September 8, the semi-finals at Top-O-Scott on September 22 and the finals on October 6 at a course to be selected.

SOFTBALL: The E/S team got off to a shaky start the first half of the season but came on strong in the 2nd half. Their tough aggressive playing in the final weeks put them in a race for the Industrial "A" Divisional Championship. On Thursday night, August 30, 1968, they beat Hyster 4 to 1 with a few bunts and daring base running. A steal and then a double steal plus a

phenomenal numbers are being taken this year. The Fish Commission has revised their earlier good estimate on the fall Chinook run downward. Things look bleaker for the future of all runs of Chinook every year.

All this past rainy weather may bring more Salmon than usual in early this year, so I look for the local river fishing to be good two weeks earlier than usual. This means, start now. Chinook may be in short supply here also, but the Silver run should be a good one. I believe all the fish agencies will try to build up the Chinook runs in the lower tributaries, as right now, these strings of dams upriver have drastically reduced the effectiveness of the upper tributaries in maintaining the runs. There are quite a few sizeable streams entering the Columbia below Bonneville, particularly on the Washington side. Fall Chinook, in particular, are quite adoptive to the short run, using these lower tributaries.

couple of errors by their opponents gave them a 3 run lead that they never lost. This big win gave them the divisional championship and put them in the play-offs for the minor city championship.

Team Wins Championship

On Wednesday, September 4, the prize that has eluded our softballers for many years was theirs . . . as they beat Fulton Provisions by a 2 to 0 score for the Minor City Championship. Congratulations to a fine aggressive team that never gave up.



MINOR CITY CHAMPIONS

P	Ferd Schulmerik
P	Ellis Endicott
C	Dennis Parr
1B	Ross Dappen
2B	Al Davis
SS	Cliff Rose
3B	J. J. Davis
OF	Mike Caccamo
OF	Bill Rehkopf
OF	Bill Lenz
OF	Dave Aandered
Coach	Chuck Gates
Mgr.	Jerry Stone

BOWLING: The E/S Dayshifters started their 1968-69 bowling season on Thursday, September 5, 1968 at Rockwood Lanes at 8:30 p.m. They have 10 teams of 5 players each. If you wish additional information on league play, contact Ken Osburn, President, or Ron Notdurft, Sec.-Treas.

The 2nd Shifters got under way the same day i.e. Thursday, September 5, but at an earlier hour, 1:30 a.m. They started 6 teams of 4 men each. Contact Hillard Crandell, President, or Henry Thomas, Sec.-Treas., for information regarding teams, schedules, etc.

Tool Purchase Plan Announced

In order to assist employees to obtain necessary tools, the Company announced that, effective September 3, 1968, a payroll deduction plan has been adopted and authorized for this purpose.

Employees who are interested in this plan should contact the Personnel office for details.

Electronic Specialty Appoints Wm. Rozell Vice President of Portland Division

LOS ANGELES, CALIFORNIA, September 5, 1968—Electronic Specialty Co. has promoted William M. Rozell to vice president and general manager of the company's Portland Division, it was announced today by Elmer Sticco, executive vice president.

Mr. Rozell had been general manager since 1966 and joined E.S. in 1963 with the company's corporate marketing group. Mr. Rozell soon moved to Portland as divisional sales manager and was named assistant general manager in 1964. Mr. Rozell was formerly with Douglas Aircraft Company, as manufacturing and engineering coordinator, and represented the El Segundo Division and Torrance Branch to the company's gen-

eral offices in Santa Monica.

Mr. Rozell was born in California, but later moved to El Paso, Texas—he attended college both in L.A. and Pomona in Southern California.

Mr. Rozell, his wife, Jeanne, and three children, Stephanie, 16; Michael, 14; and Mitchell, 12, reside in Lake Oswego, Oregon.

Mr. Rozell is a member of the board of directors of the Gresham Community General Hospital; the board of advisors of the Doernbecher Children's Hospital; a member of the Experimental Aircraft Association; the State of Oregon's Interim Legislative Committee for Business; the Subcommittee on

Transportation; the executive committee of the United Good Neighbors and several other community organizations.

He also holds a commercial multi-engine pilot rating.

The Portland Division is completing an expansion program to accommodate new, "super-profilers" and several other new machines built to ES designs. This equipment will provide the aerospace industry with the capability to manufacture massive aluminum, steel, and titanium structures for the new generation of commercial jet aircraft—including The Boeing Company's 747 and SST as well as Lockheed and McDor-nell-Douglas' airbus programs.

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Portland Division
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Portland, Oregon 97220

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Geo. C. Townsend, Dept. 612, Second Shift



Paul B. Harrington, Dept. 604, Second Shift